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touring

the prince of wales island road system.



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welcome to prince of wales island

the scene:



Prince of Wales is an island of immense proportions. It is the third largest island in the United States and its 990-mile coastline is nicked and notched with countless bays, coves, bights, arms, inlets, points and gulfs. Its fog shrouded mountains and valleys have an aura of mystery about them, for even though Prince of Wales has long been the traditional home for the Thlingit and Haida Indians and more recently the home of miners, loggers and commercial fishermen, little is known about the island outside of its southeast Alaska neighborhood. It is an island of large trees, scenic beauty, and an interesting and varied array of fish and wildlife. Its streams yield salmon, steelhead, and other trout species, large in both size and numbers. However, before you are misled, Prince of Wales Island is not a fenced off showplace where every effort is made to preserve it with a hands-off policy and restricted use. Oh no, Prince of Wales is a beautiful island with a history of logging, mining and commercial fishing that dates back over a century. Prince of Wales Island, for all its mystery, remoteness, and general inaccessibility shows the result of man's presence most dramatically.

the road system:

The roads you drive on as you explore Prince of Wales are the result of many years of planning. On November 9, 1974, the Alaska State ferry "Chilkat" docked at Hollis and established the first link in surface transportation between Ketchikan and the communities of Craig,

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DECEMBER 29 1978
HOLLIS, ALASKA
LOGGING - PREP

Klawock, and Thorne Bay. The Prince of Wales road system got its start on July 24, 1951, when the Forest Service awarded the Ketchikan Pulp Company a 50-year timber sale contract. Hollis was chosen as the site for the first large logging camp in Alaska and on June 30, 1955, one-half mile of the highway was constructed. The first 11 miles of this highway from Hollis were constructed in progressive stages by the Ketchikan Pulp Company and the Forest Service from 1955 to 1962. The Alaska Department of Highways completed the tie-in link with Klawock in 1969. On July 5, 1974, the Forest Service opened the Big Salt Road which connected the extensive Thorne Bay logging road system with the Craig-Klawock-Hollis road.

recreation



Prince of Wales Island offers the visitor an excellent opportunity to enjoy outdoor recreation. There are many miles of roads which provide vehicle access or which can be used as trails. This booklet endeavors to point out (in the milepost section) the many areas that can be used as parking spots and for camping. The visitor will probably enjoy his trip more if he has a self-contained recreation vehicle, but a tent will do the job as long as he is aware of and prepares for the many inches of rain that fall on the island.

There are no areas closed to camping on Prince of Wales. However, because of the lack of developed facilities there are no garbage cans or garbage collections. Please burn all your combustibles and pack out what won't burn. Try to leave your camping spot as clean or cleaner than when you arrived.

Rather than concentrate recreation use in developed sites, the Forest Service encourages dispersed recreational use over the total area. The opportunity and access is provided and it is up to the visitor to decide where and how he is going to take advantage of it.

the forest

The forests of this island are typical of the rain forests of coastal southeastern Alaska. Sitka spruce and western hemlock are the species you will see most frequently with some mountain hemlock, western red cedar, Alaska yellow cedar, shore pine and Sitka and red alder thrown in for variety. Below is a brief description of the major tree species and a sketch to assist you in identifying them.



sitka spruce This is the largest and one of the most valuable trees in Alaska and is the State Tree. Its wood is the principal saw timber of southeast Alaska and it also produces high quality wood pulp. You will find Sitka spruce from sea level to timberline but it grows mainly at altitudes below 1,500 feet.

710515



western hemlock This is the most abundant and one of the most important trees in Alaska. Its wood provides pulp for rayon and other products.

western redcedar This tree has played an important part in the native culture of the island. The Indians of southeast Alaska used cedar for their totem poles, dugout canoes, and houses. Today it is widely used for shingles and shakes.



mountain hemlock

The range of

Mountain hemlock extends from sea level to 3,500 feet. Its wood and the uses for it are very similar to that of western hemlock. It grows in deep peat muskegs in association with shore pine.



alaska yellow cedar

This is a very durable and aromatic wood which smells like raw potatoes. It is easily worked and takes a beautiful finish. Indians of southeast Alaska used Alaska cedar for their canoe paddles. It is valuable today for window frames, exterior doors, pilings, poles, and novelty items.



shore pine

This is the common pine found throughout southeast Alaska and is often a low spreading or shrubby tree. It is common in open muskegs of peat moss or on benches near lakes.



sitka alder

This species follows disturbances such as logging or landslides, as it requires a mineral soil seed bed which is too sterile for other trees. In this regard, alder (both Sitka and red) acts as a nurse tree for the conifers by improving soil conditions and adding organic matter and nitrogen. The wood is used as fuel and for smoking fish.



red alder

This tree is commonly found throughout southeast Alaska on stream bottoms with rich, rocky, moist soils and also along beaches. With Sitka alder, it comes in along roadsides and where the ground is disturbed after logging. Alder is a problem in road maintenance, requiring continual clearing of shoulders and side slopes. Red alder wood is presently of little economic importance in Alaska even though it does grow to be a small to medium-sized tree. Its wood is used in smoking meat and fish and for wood carving.

logging

Timber harvesting on the island dates back over 100 years. Notches in the great moss covered stumps you see along the roadside are evidence of the old style, spring-board logging. The logger stood on a spring-board which was driven into a notch cut in the base of the tree. From there he felled the tree using an axe and a crosscut saw. Only the best trees were selected for cutting by this method and most of them were used as float logs in fish traps. Once the tree was cut down, the logs were slid into the water, usually by a boat, and then towed to where they were to be used. As the years passed more modern and economical methods of timber harvest were developed.

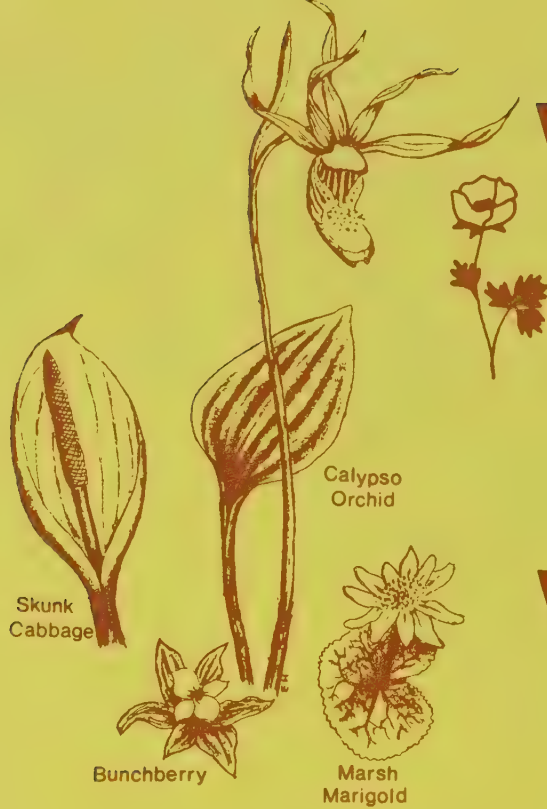
Research results show that Sitka spruce, a desirable wood for lumber and pulp, needs light and space to grow and reproduce itself. The trees are therefore harvested by what is known as the clearcut method which involves cutting all the trees in a designated area. In the past, the Forest Service permitted clearcuts several thousand acres in size. However, even though the regeneration was excellent, the Forest Service received considerable criticism concerning the appearance of the cutover areas. In response to this criticism and to better protect fish and wildlife habitat, water flow, etc., the Forest Service has reduced the average size of clearcuts to about 75 acres. We have also added restrictions on logging along travel routes and steep slopes and implemented special protective measures for cutting near salmon streams. Also, the Forest Service has pioneered the development of modern logging techniques such as using helicopters, balloons, skyline logging systems, and directional felling to lessen environmental impact.

As you leave the ferry at Hollis and start your island drive, you will see large clearcut blocks. Most of the cuts seen from the road were logged between 1956 and 1960. Check the young trees growing in these cutover areas; see how much they are growing every year, count how many of them are in a square yard.

Logging has played and will continue to play an important role in the development of Prince of Wales Island. The ferry terminal site at Hollis is adjacent to the site of the logging camp and where logs were dumped in the saltwater. The camp moved to Thorne Bay in 1960 and has grown to be the largest logging camp in North America. The Thorne Bay road system which was constructed to transport logs from the woods to the water and opens vast acreages which once were inaccessible.

wild flowers

Many beautiful wild flowers abound on Prince of Wales Island. Anyone planning to visit should bring a good book on wild flowers such as "Wild Flowers of Alaska" by Christine Heller. This will add to your enjoyment. See how many you can find as you explore the nooks and crannies of Prince of Wales.

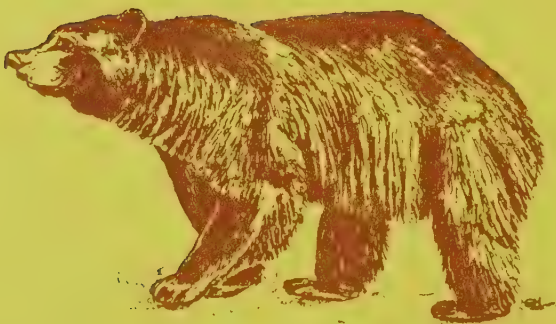


wildlife

Wildlife on Prince of Wales Island is generally typical of that found on other islands in southeast Alaska. Sharp-eyed travelers might see black bear, Sitka blacktailed deer, beaver, marten, mink, land otter and timber wolves. It is estimated that there are more wolves on this island than in all the other 153 National Forests combined. Geese, ducks, swans, and other waterfowl use the many lakes and ponds as nesting and resting areas. Sweetwater Lake is a good place to observe swans during winter months. Some of the typical Alaska wildlife that are absent from Prince of Wales are the moose, caribou, mountain goat, Dall sheep and the brown bear.

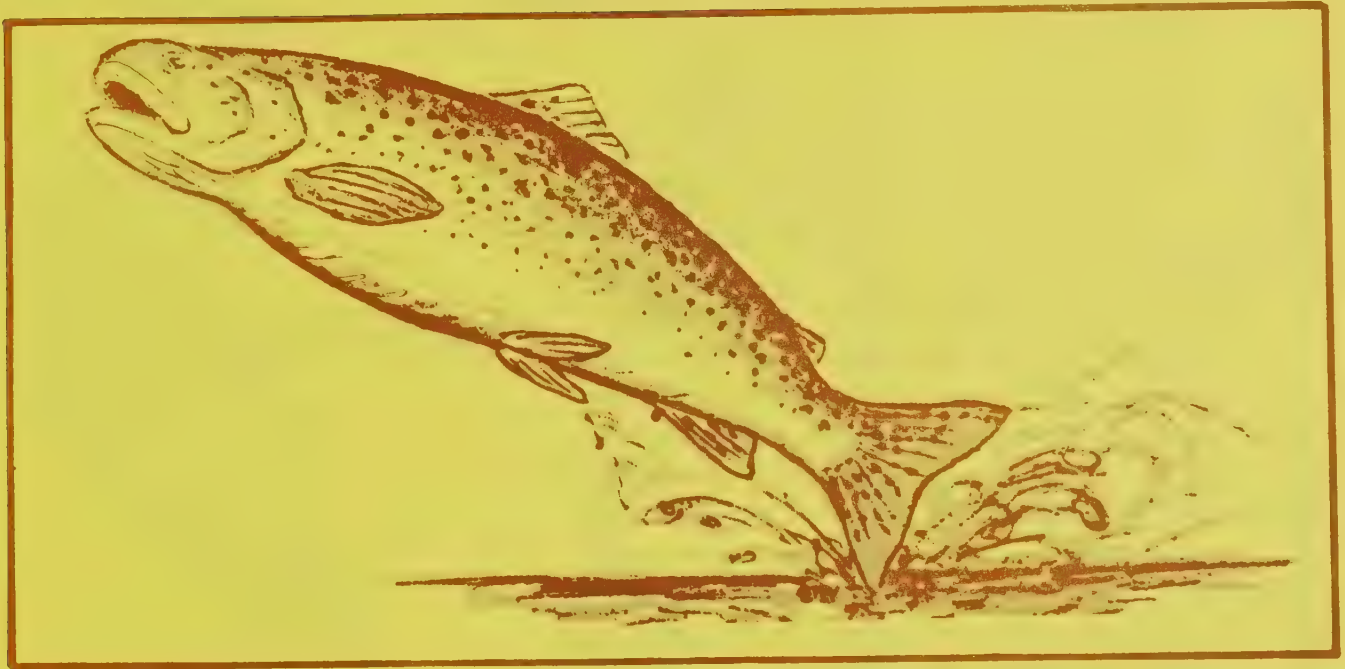


For you bird watchers, the island offers an interesting challenge. Most of the 227 different kinds of birds that are common to southeast Alaska are found on Prince of Wales. Armed with a bird guide and a pair of binoculars, you can pass away many pleasant hours discovering and identifying them. See how many you can spot as you enjoy your trip.



fish


Prince of Wales Island is justly famous for the great numbers and sizes of trout and salmon found in its lakes and streams. Fish found lurking in the pools and riffles or sulking in the depths of the lakes are: Dolly



Varden char, rainbow, steelhead and cut-throat trout and silver and red salmon. Other salmon commonly found in the island streams are the pinks or humpies and the dogs or chums.

A State fishing license is required for anyone over 16 years old who desires to fish either in fresh or saltwater. Below is a guide to some of the fine angling spots found along the road system. This information was compiled by data furnished by the Division of Sport Fish of the Alaska Department of Fish and Game. Depending on the species, good fishing begins in mid-April and extends through September. Fish are caught on a variety of flies, spinners, lures, and natural bait. You face a real challenge in using all the tricks in your tackle box to find out what the fish are hitting. Good luck and good fishing.

key fishing sites along the prince of wales road system



	CT	DV	SH	RB	RS	PS	DS	SS
Maybeso Creek	●	●				●		●
Harris River	●	●	●			●	●	●
No Name Creek	●	●						●
Three-Mile Creek								●
Halfmile Creek	●	●						●
Klawock Lake	●	●		●	●	●	●	●
Hatchery Creek	●	●						●
Klawock River	●	●	●		●	●	●	●
Black Bear Creek	●	●			●	●	●	●
Steelhead Creek	●	●	●			●	●	●
Big Salt Lake	●	●	●	●	●	●	●	●
Honker Lake	●	●		●	●	●	●	●
Barnes Lake								●
Log Jam Creek	●	●				●	●	●
Shaheen Creek	●	●	●	●		●	●	●
Control Lake	●	●			●	●		●
Control Creek	●	●			●	●		●
Balls Lake	●	●			●	●		●
Rio Roberts	●					●		●
Rio Beaver	●					●		●
Goose Creek	●					●		●
Thorne River	●	●	●	●	●	●	●	●
Falls Creek	●	●				●		●
Gravelly Creek	●	●				●		●
Black Bear Lake				●				
Lake St. Nicolas	●	●						
Sweetwater Lake	●	●		●				
Staney Creek	●	●	●	●	●	●	●	●
Slide Creek	●	●	●					●
Wolf Creek	●							●
Granite Creek	●	●						●
Sal Creek	●	●						●

legend

DV = Dolly Varden
 SH = Steelhead
 RB = Rainbow
 RS = Red Salmon
 PS = Pink Salmon
 DS = Dog Salmon
 SS = Silver Salmon
 CT = Cutthroat

rules of the road



There are no paved roads on Prince of Wales Island. You are advised to carry a spare tire or two due to the rough surfaces on these roads and lack of repair facilities. Service stations are scarce and for your well-being and ease of mind, we suggest that you carry extra gas (in safety cans) as well as a basic tool kit and a first aid kit.

The road connecting Hollis, Klawock and Craig is a State highway and is regulated by State laws.

Generally the road will be open but, due to various reconstruction and improvement projects you might experience delays. Most of the roads tributary to the State highway are Forest Development Roads. Each road will be posted with signs stating any special restrictions that apply to that road.

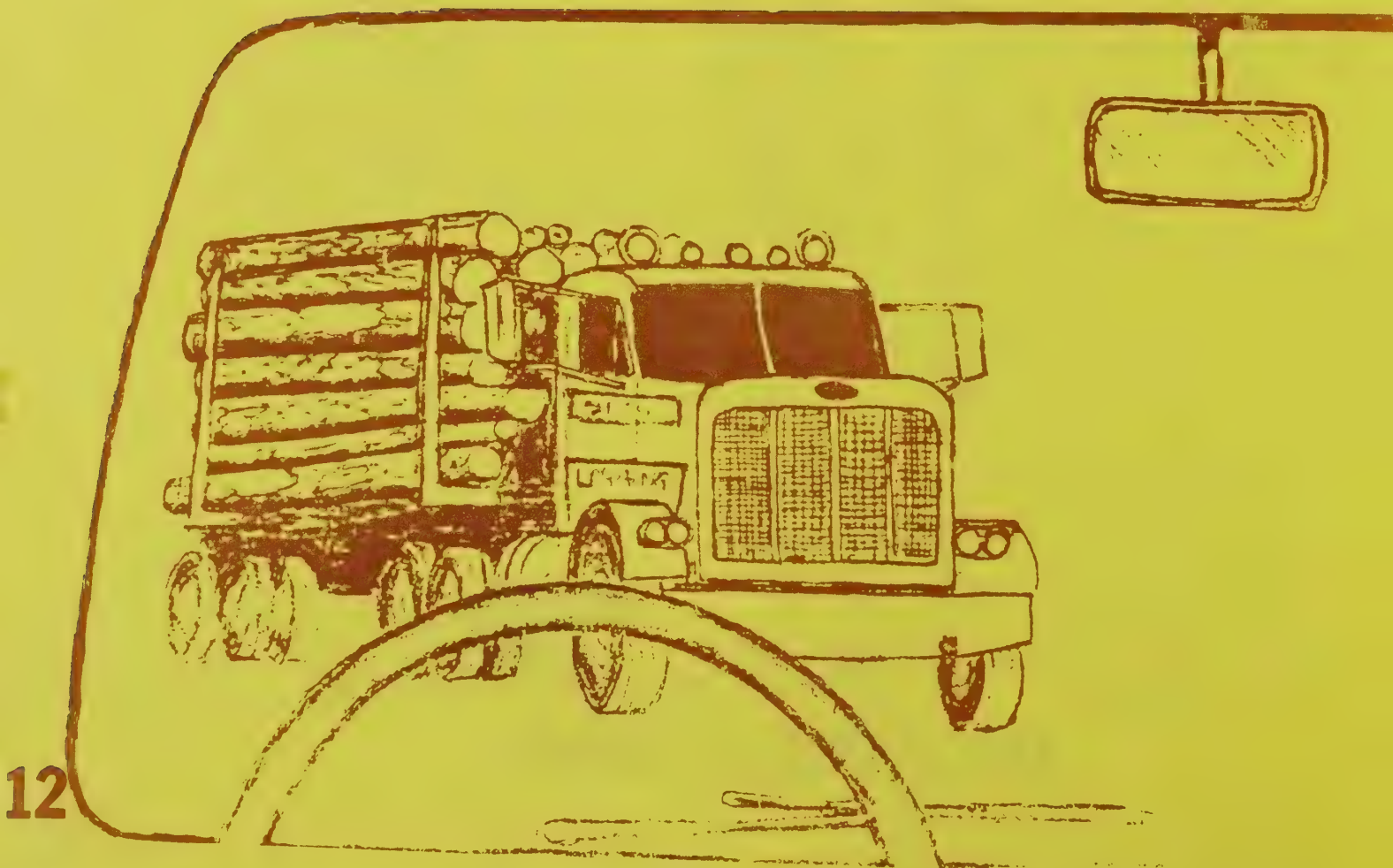
Some roads such as the Thorne Bay road will be open both to public and logging traffic. Oversized trucks may be permitted on these roads. Most of the Forest Service roads on Prince of Wales are single lane with wider spaces called "turnouts" placed at intervals where one vehicle pulls over to the side and allows another vehicle to drive past.

Other roads are not constructed to a standard that permit both public and logging traffic at the same time. These roads will be closed while log hauling is being conducted but will be open to the public at other times.

Roads under construction or reconstruction and roads having logging operations directly on them are closed to the public while the activity is in progress. After operations are completed the roads will be opened to public use.

You are urged to use extreme caution as a moment of inattention may result in a vehicle in the ditch or even worse. Good defensive driving practices are a must for a safe, pleasant trip. Remember to drive carefully and please observe posted speed limits.

Prince of Wales Island is rich in resources, and in cultural and historical values. It is a dynamic area undergoing changes. And it is a place for you to explore and discover for yourself.



milepost

state highway 924

hollis-craig

① m.p. 0.0 (30.9)

Hollis ferry terminal. This Prince of Wales terminus of the Alaska ferrry once had a larger population than Ketchikan. At the turn of the century, it was a gold mining town of several hundred with a post office. The town was named for a miner, Hollis White, who built a big house near the beach in Hollis Bay. Mining played out at the beginning of World War II and very few traces remain today. However, if you explore along one of the old "tote" roads (hand-built roads used to haul equipment into the mines and tote the gold out) that are still barely visible, you can still find old machinery, tools, equipment,



tunnels, remains of cabins and other buildings from the boom town days of Hollis. As you prowl around through the alder thickets and devils club, you can almost see the turn-of-the-century prospector with his red felt hat, in black stagged pants and knee-high boots with a look of anticipation that the next swing of his pick would yield the "Mother Lode."



As you leave the terminal area, the road passes through a young stand of timber that is growing on what was the old Hollis townsite. In 1953, Hollis again became a thriving town as the Ketchikan Pulp Company logging camp was located there. After logging in Harris River and Maybeso Creek valleys was completed, the entire "town" moved to Thorne Bay in 1960. Today, a few people live close to Hollis but no community or facilities exist.

② mp. 0.7 (30.2)

View of Hollis anchorage on left. The building is an old pile driver which was brought in to drive piles for the construction of a log storage area. The project proved to be unfeasible and the driver was abandoned.

③ mp. 1.1 (29.8)

Road to right leads up Maybeso Valley and the Maybeso Experimental Forest. Here the research arm of the Forest Service conducted studies regarding the effects of clearcut logging on salmon. Currently, studies are being carried on to determine the effectiveness of thinning. There are no facilities in Maybeso Valley.

1.3 (29.6)

Halfmile Creek crossing.

④ mp. 1.4 (29.6)

Tote road to right leads to mouth of Halfmile Creek. Good camping spot.

1.7 (29.2)

Maybeso Creek bridge. A good run of steelhead starts in mid-April. Fishing is best in the

pools. Walking along the streambed is recommended due to the difficulty walking along the banks because of the brush and debris.

Road passes through old Hollis townsite. Trees were cut to provide firewood for the town. The trees you are viewing are sixty years old.

⑤ mp. 2.2 (28.7)

Junction of cross roads. Road to left leads to Hollis anchorage residences. It is still possible to find traces of the old corduroy road up Harris River that was used as access to the mines in Harris River Valley.

Road to right leads to Puyallup Mine and then crosses Maybeso Creek about two miles from junction. Maybeso bridge has been removed but it is possible to travel beyond the creek with a four-wheel drive or a trail bike. Large landing used during helicopter logging provides an excellent campsite.

⑥ mp. 3.3 (27.6)

Dead end spur to right leads up mountain and provides an excellent view of the Hollis area. Road is passable with four-wheel drive vehicle or trail bike. Good place to see bears when the blueberries are ripe.

3.9 (27.0)

Scenic overlook to left.

4.1 (26.6)

Large quarry. Provides a place to camp looking over Harris River Valley.

⑦ m.p.4.3 (26.6)

Road to left leads to Harris River about .8 miles from main road. Bridge across Harris River is passable by foot and trail bike but not with a vehicle. The spur road across the river provides access to lower Harris River and Indian Creek. There are two spots suitable for camping before you reach the bridge.

The Forest Service is doing a stand density study along the left-hand side of this road. This study has a three-fold purpose; (1) to establish growth and yield tables to predict growth in managed stands; (2) to transfer growth to fewer and better trees - in other words help Mother Nature by selecting the best trees growing on the site; and (3) to determine the best spacing to use in thinning.

The study area consists of four 1 acre plots. Three plots were thinned and one was left unthinned, as a control. The control plot contains about 5500 trees per acre with an average diameter of 1.5 inches DBH. One plot was heavily thinned (16' X 16' spacing). After thinning the average diameter changed from 1.5 inches to 3.5 inches DBH and the number of trees per acre fell from about 7920 to 170. Another plot was thinned to a spacing of 12' X 12'. The average diameter, after thinning, changed from 1.8 inches DBH to 2.7 inches. The number of trees per acre fell from about 5280 to 300. The third plot was thinned to a spacing of 8' X 8'. After thinning, the average diameter changed from 1.8 inches DBH to 2.6 inches and the number of trees per acre fell from about 3100 to 680. An interesting figure

to keep in mind is that a fully stocked stand of sawtimber has about 65 trees per acre at harvest time. One can readily see that a clearcut area will adequately regenerate and, also, that even a heavy thinning will leave about twice the numbers of trees needed in the final cut.

Each of the 1/5 acre plots contain subplots which are part of an understory vegetation study to determine which plants are growing in the plots before thinning and which ones will grow in them after thinning. The purpose of this vegetation study is to find out which wildlife foods will become available in the semi-open conditions of a managed stand.

You are welcome to walk through the plots. See how many trees were cut and count the numbers of trees left. Also, an examination of this area will give you a good idea of what an average clearcut looks like 15 years after it is logged.

Harris River is an excellent sport fishing stream with a run of steelhead beginning in mid-April and salmon and Dolly Varden runs in mid-July. The gravel bars along the middle Harris provide easy walking but the dense growth of young trees along the upper and lower Harris make access difficult.

4.7 (26.2)

The "green-worm" viewed across Harris River Valley is actually a ribbon of red alder which is growing along the old logging road. Alder acts as a "nurse" tree for the young spruce and hemlocks by providing nutrients and an organic material seed bed.

5.3 (25.6)

Good view of Hollis anchorage.

⑧ m.p. 6.0 (24.9)

Spur road to left leads to Harris River. Road passes through old rock crusher site which is level and is an excellent campsite. Good firewood and a water source are nearby.

6.9 (24.0)

Scenic waterfall on right.

⑨ m.p. 10.3 (20.6)

Road to the left is the start of the Hydaburg road. Currently, it goes only one mile across Harris River and Fubar Creek. There are suitable camping places at both bridges.

10.6 (20.3)

Road to left is a short spur that overlooks upper Harris River. Good place to camp.

⑩ m.p. 10.7 (20.2)

Short spur to left dead ends 200 yards from junction with main road. Place to camp.

⑪ m.p. 10.8 (20.1)

Spur road to right leads to upper Harris River valley. Road overgrown with alder and difficult to drive through. End of state improved logging road and start of state constructed road.

11.2 (19.7)

Harris River bridge

11.8 (19.1)

Harris River pass. Elevation 500 feet, highest point on Craig-Hollis Highway. Good example of muskeg on both sides of road. of road.

The extensive muskeg areas here present an opportunity for you to examine a muskeg ecosystem and to compare it to the hemlock and spruce ecosystem you encountered at sea level.

12.8 (18.1)

Boundary of Native corporation selection area and National Forest.

13.1 (17.8)

Road parallels No Name Creek.

21.3 (9.6)

Halfmile Creek is small and lacks deep pools. Sport fishing opportunities are limited.

21.4 (9.5)

Start of old state construction.

22.0 (8.9)

Boat launching site for cartop boats and canoes only. Large parking area. Good spot to boat over to Hatchery Creek.

Hatchery Creek is accessible only by canoe or cartop boat. This stream offers excellent sports fishing in its lower 1/4 mile.

22.2 (8.7)

Driveway to right leads to a good place to camp in and fish the Klawock River. This is an excellent sports fishing stream accessible from the road. Steelhead runs start in mid-April and also mid-October. Salmon begin their runs in mid-July. This is considered a difficult stream to fish because of its rocky bottom. Many boys from Klawock earn spending money by retrieving lost lures and selling them.

12 m.p. 14.1 (16.2)

No Name Creek crossing. Silver salmon (coho) can be seen spawning in the creek in late summer.

14.7 (16.8)

Klawock Lake, a 7-mile long lake which offers fine sport opportunities. Fishing is best at the mouths of the tributary streams, especially Hatchery and No Name Creek. King-size rainbows can reportedly be caught by trolling deep.

14.9 (16.0)

Large parking area to left. Good place to camp and park. Creek flowing through area provides a good water supply.

16.3 (14.6)

Scenic view at wayside overlooking Klawock Lake.

13 m.p. 19.1 (11.7)

Three-Mile Creek offers limited sport fishing opportunities. Silver salmon (coho) may be caught in mid-August.

19.2 (11.7)

Large quarry area to right suitable for camping.



14 m.p. 23.7 7.

Junction of Big Salt road to Thorne Bay on right. Log to this section starts on page 20. A snack bar with gas pump and the Department of Highways maintenance station is located here.

23.8 (7.1)

Driveway to left leads to lodge which provides dining and overnight accommodations.

15 m.p. 24.4 6.5

Turn right for Klawock, which is a Thlingit Indian community with a fine display of totem poles located just above the town, revealing the proud Thlingit Indian heritage of the area. The economy of the community is based on fishing, which has played a major role in its development since the first salmon cannery in Alaska was established there in 1878. Fish processing and lumbering also play important roles in the community's economy.

24.5 (6.4)

Klawock River lagoon. You will be able to see this bridge lined with people from mid-July to mid-August fishing for the sockeye (red) salmon as they migrate to Klawock Lake.

25.1 (5.8)

The Alaska Timber Corporation sawmill which produces hemlock cants and chips. These products are shipped to Japan and the Pacific Northwest.

27.0 (3.9)

Scenic view of Klawock Inlet. Note the interesting rock formations in the cliff alongside the road.

16 m.p. 28.3 2.6

Road to left leads to the Craig-Klawock garbage dump where, during the summer, it is possible to see as many as 13 black bear foraging for a meal. There is a quarry on this road which can be used as a place to camp.

30.5 (0.4)

Short road to left provides access to a place to camp.





30.9 (0.0)

Craig. This community with a population of 450, is one of the largest on the island. It was once a temporary Indian camp which was used as a headquarters for gathering herring eggs. The eggs were spawned on kelp and are still an important part of the diet to the Natives who live there. The town is named for Craig Miller, who established a saltery there in 1906. The economy of Craig is still closely tied to the sea, as Craig has a cold storage and is a home base for many fishermen. Many of the employees of the Klawock sawmill live in Craig.

Lake St. Nicholas is a lake in a scenic high country setting which is a short airplane ride from Craig. A recreation cabin, available to the public by reservation, is located in a park-like grove of large Sitka spruce. It accommodates six people comfortably. The lake has excellent trout fishing and hunting for black-tail deer and black bear is good in the surrounding area.

FDR 5000

klawock-thorne bay

⑭ m.p. 0.0 (34.3)

Start of Big Salt road. State maintenance shed on left and snack bar with gas pump on the right.

04 (33.9)

Fishing tackle, boat rental and gift shop.

0.5 (33.8)

Lodge; dining and overnight accommodations.

② m.p. 1.2 (33.1)

Road passes through a large muskeg area bordered on right by beaver ponds. A good spot to see nesting and resting Canadian geese.

2.0 (32.3)

Site of road construction camp provides a place to camp.

③ m.p. 2.3 (32.2)

Road to left leads to Klawock airstrip. Good place to camp on strip apron.

29 (31.6)

Parking on left. Place to camp.

④ m.p. 4.0 (30.0)

Scenic vista provides panoramic view of Big Salt Lake and mountains.



4.5(30.0)

Parking area provides place to camp.

⑤ m.p. 5.3 (29.2)

Small unnamed lake. Good fishing for cut-throat trout.

8.7(25.8)

Big Salt Lake. Good place to launch a cartop boat or a canoe.

Big Salt Lake is a tidal lake about 6 miles long. It is visible in several places from the Big Salt road and is a particularly good place to look for waterfowl and wildlife. Ducks, geese, shorebirds and bald eagles can be seen on the tideflats almost anytime. In the evening, black bears and an occasional timber wolf might be seen.

The wreckage of a military "Snooper" plane can be seen across the lake from this point. The crash occurred in 1969, as the plane was enroute to Vietnam. The entire crew survived the crash.

Another attraction on Big Salt Lake is the public cabin which is available by reservation only, located on the west shore of the lake. It is accessible by canoe or cartop boat from the road or by a short airplane ride from Klawock. Streams flowing into Big Salt Lake offer excellent fishing for steelhead, cut-throat, and rainbow trout, and Dolly Varden char. Four species of salmon enter the lake and its tributaries.

8.9(25.6)

Big Salt Lake. Good place to launch a cartop boat or canoe. Parking available in rock quarry on right.

⑥ m.p. 9.5 (25.0)

Black Bear Creek. Place to camp on south end of bridge. This creek, one of the main tributaries to Big Salt Lake, can be fished from the bank except for the lower 2 miles. The best spots to fish in the lower part of the creek are its mouth, 200 yards upstream from the bridge and in a meadow 1 1/2 miles from the mouth. Salmon runs start in mid-July.

10.1 (24.4)

Nice view of Big Salt Lake.

7 m.p. 12.3 (22.2)

Steelhead Creek. Due to the undergrowth, fishing access along the banks is difficult.

Between Steelhead Creek and Control Lake the road climbs through large creek bottom type timber into a muskeg-scrub timber type. Many varieties of wild flowers are evident during the summer in the muskegs near Control Lake.

8 m.p. 15.5 (18.0)

Control Lake. Best fishing is on the easterly shore. During August, you will find good salmon fishing in the mouth of the creek at the southeast end of the lake.

9 m.p. 16.9 (18.4)

Junction of Thorne Bay road and FDR 5500. Thorne Bay to right. Stanley Creek cabin to left. Milepost for FDR 5500 starts on page **28.**

17.0 (18.3)

Large rock crusher site on left provides ample room to park and camp.

10 m.p. 17.6 (17.7)

Control Creek.

18.3 (18.0)

Control Creek. Good red salmon fishing in August.

11 m.p. 18.6 (16.7)

Balls Lake on Left. Accessible only by cartop boat or canoe.

22.2 (13.1)

Newlunberry Creek.

24.0 (10.3)

Rio Roberts Creek.

24.1 (10.2)

Spur road to right provides access to a parking area adjacent to Rio Roberts Creek.

24.5 (9.9)

Coho Creek.

12 m.p. 24.6 (9.8)

Junction of Rio Beaver road to right. Milepost for this road starts on page **27**

28.1 (6.3)

Goose Creek.



13 m.p. 28.2 (6.2)

Junction of Lake Ellen road to right.

14 m.p. 29.6 (4.8)

Spur road to left provides access to a parking and camping area adjacent to Thorne River. This river is one of the most famous sports fishing streams in southeast Alaska and is widely noted for its excellent steelhead and salmon fishing. It is also the southern terminus of the Honker Divide canoe trail.

This trail is a 33-mile lake and stream system which can provide the back country experiences associated with canoeing.

The "trail" encompasses two river systems and several lake-stream complexes. The two river systems, Hatchery Creek and Thorne River, include about 4,000 acres of standing water which provide excellent water-oriented recreational opportunities. Hatchery Creek flows north through Honker, Butterfly, Hatchery and Sweetwater Lakes before entering Barnes Lake, which is really saltwater. Thorne River flows south through Twin, Thorne, and Big Island Lakes before it enters saltwater at Thorne Bay. Thorne River is the largest island river system in southeast Alaska.

This combination of associated stream and lake systems provide a wide diversity of fish and wildlife habitat. The sport fish enthusiast will find that the streams and lakes support major populations of chum, pink, sockeye, and silver (coho) salmon, cutthroat and steelhead trout and Dolly Varden. This system is an important nesting and resting area for waterfowl, including Trumpeter swans.



Public cabins on Honker, Barnes and Sweetwater Lakes are popular not only for sport fishing but also for deer and black bear hunting. These cabins are available by reservation only.

This is a challenging and strenuous trail which is not developed. It is difficult, requires portage and should only be attempted by an experienced canoeist. To travel the entire trail from Thorne River to Barnes Lake would take about 4 days of steady traveling.

29.8 (4.6)

Thorne River bridge.

15 m.p. 30.0 (4.4)

Spur road to left.

30.4 (4.0)

Falls Creek bridge. Good fishing at its confluence with Thorne River.

30.5 (3.9)

Spur road to left is not open to vehicles its entire length. However, this road does loop and connect with the 5200 road system north of the Thorne Bay camp, making it an excellent foot and motor bike trail.

16 m.p. 30.7 (3.7)

Gravelly Creek recreation area. Developed area for picnicking and tent camping at the confluence of Gravelly Creek and Thorne River. Good fishing mid-April through September.

31.0 (3.4)

Gravelly Creek bridge.

31.9 (2.5)

Nice view of the head of Thorne Bay on right. Good place to see bears in spring and fall.

17 m.p. 33.1 (1.3)

Spur road to right provides access to a high point overlooking Thorne Bay camp. This road also proceeds to within 200 yards of a lone tree containing an eagle nest. The

slope in front of the tree was logged in 1963 by a method of logging known as "A-Frame." This method uses two large poles (in the shape of an A) which are erected on a raft and support a cable for yarding (dragging) the logs to the beach. No roads are constructed for this method of logging. The trees surrounding the eagle tree were not cut.

The next activity near the tree was the infamous 1968 Thanksgiving Day storm. This storm ripped through southeast Alaska with winds in excess of 100 MPH. Apparently eagles are good judges of windfirm trees, though, because when the winds stopped all the trees surrounding the nest tree were on the ground, leaving the lone tree you see today. The fallen trees were salvaged in 1971. Man's activity apparently has not disturbed the birds a great deal because they have produced young every year in spite of logging, road building etc., in Thorne Bay.

33.4 (0.9)

A dry land storage area. Logs are stored in this manner to reduce the impact on the marine life caused, in some instances, by storing logs in the water. The logs are stored on dry land until they are assembled in the water as rafts for transportation to the Ketchikan mills.

18 m.p. 34.3 (0.0)

Thorne Bay. This is the "town" that was moved from Hollis in 1960. It is the largest logging camp in North America and is now a "community" of 500 persons. A commissary, bunkhouse, family homes, cookhouse, repair facilities, gas station, schools and a church form this company town. Proceed another 1/4 mile around the bay to reach the Forest Service office and residences.

Forest Development Road (FDR) 5200 goes left.

FDR 5200

sal creek

⑮ m.p. 0.0 (10.0)

Junction of FDR 5200 with FDR 5500 at Thorne Bay.

② m.p. 1.6 (8.4)

Junction of FDR 5200 and FDR 5202. Keep right for Sal Creek.

3.0 (7.0)

View of Lake Salamander to right. Turnout provides parking area. Easiest access to lake is through standing timber.

5.2 (4.7)

Slide Creek bridge. Scenic view of Clarence Straits. Good beach combing can be found by following beach north for the next 4 miles.

Pullout provides a nice spot to park and camp.

③ m.p. 5.7 (4.3)

Excellent tent camping and picnic area. Grassy area under large spruce and hemlock trees up from sandy beach. Large parking area.

④ m.p. 10.0 (0.0)

Road ends at Sal Creek. Rock quarry provides parking and camping area. Creek runs through meadow which has a large variety of wildflowers. Good place to see bears in the spring and fall.



FDR 5202 & 5054

② m.p. 0.0 (2.7)

Junction of FDR 5200 and FDR 5202. Take left fork.

1.7 (1.0)

Large meadow area with pond and creek. Turnout and quarry provide room to park and camp.

③ m.p. 2.2 (0.5)

Junction of FDR 5054 to left. Keep right.

④ m.p. 2.7 (0.0)

Road closed at this point. Small road to left goes down to creek.

⑤ m.p. 0.2 (1.1)

Excellent parking area for camping overlooking a large muskeg and pond. Old trapper's cabin on far side of muskeg is an excellent example of log house construction of years ago. Good tent camping area in small grove of trees.

1.0 (0.3)

Gravelly Creek bridge.

⑥ m.p. 1.3 (0.0)

Road blocked at this point. Place to turn around. You folks with trail bikes and 4-wheel drive vehicles can proceed to Thorne Bay road.



FDR 5062

rio beaver road

⑫ m.p. 0.0 (5.5)

Junction of FDR 5500 (Thorne Bay road) and Rio Beaver Road. FDR 5062 keep left traveling from Thorne Bay.

0.6 (4.9)

Junction of spur road to left.

0.7 (4.8)

Junction of spur road to right.

② m.p. 0.8 (4.7)

Coho Creek crossing.

0.9 (4.6)

Parking area, ample room for camping.

2.2 (3.3)

Large quarry. Plenty of room for parking and camping.

③ m.p. 3.1 (2.4)

Junction of spur to right.

4.5 (1.0)

Quartz Creek.

④ m.p. 5.5 (0.0)

Small Creek. Slide blocks road in 1/10 mile. Turn around here.



FDR 5500

⑨ m.p. 0.0 (14.1)

Junction of FDR 5000 and FDR 5500 at Control Lake.

3.8 (10.3)

Summit of Cross-Island Highway system elevation 853 feet.

② m.p. 4.7 (9.4)

Junction of Staney Creek road and Shaheen Creek road. Keep to right for Staney Creek cabin. Road parallels east fork Staney Creek. Keep left for Shaheen Creek.

5.8 (8.3)

Junction spur road to left.

6.6 (7.5)

Junction spur road to right.

8.6 (5.5)

Large meadow on right. Creek flows through but access is difficult due to deep ditches.

9.0 (5.1)

Junction of spur road to right.



③ m.p. 9.9 (4.2)

Junction of FDR 5530 with FDR 5500 road.
Take FDR 5530 left for Staney Creek cabin.
See log starting on page **30**. Log continues
to end of FDR 5500.

④ m.p. 10.2 (3.9)

Holmgren Lake on left.

10.2 (3.2)

Beaver ponds in meadow to right.

12.9 (1.2)

Quarry on left overlooking small muskeg.
Place to park and camp.

13.3 (0.8)

Large muskeg area to right. Good spot to see
deer.

13.5 (0.6)

Spur road to right.

⑤ m.p. 14.1 (0.0)

End of main road FDR 5500.

Backtrack 4.2 miles to junction of FDR 5530
for Staney Creek cabin.



FDR 5530 & 5410

staney creek cabin shaheen creek road

③ m.p. 0.0 (5.2)

Junction of FDR 5530 with FDR 5500.

0.4 (4.8)

Beaver ponds to left.

⑥ m.p. 0.6 (4.6)

Shaheen Creek road to the left. Take FDR 5530 to the right for Stanley Creek cabin.

1.1 (4.1)

East fork Stanley Creek.

⑦ m.p. 1.2 (4.0)

Junction of spur road to right. Keep left for Stanley Creek cabin.

by reservation only. It can be reached by a short walk from the end of the logging spur by taking an informal trail to the right through the clearcut, and along the meadow adjacent to Stanley Creek. Stanley Creek is an excellent fish stream which has large numbers of trout lurking in its waters. Steelhead and Salmon can be found in season. It is a good area to view wildlife; black bear and Sitka blacktail deer are commonly seen during the summer months.

⑪ m.p. 1.0 (0.0)

Junction of Shaheen Creek road. Turn left for Thorne Bay. Turn right for Shaheen Creek.

⑧ m.p. 4.0 (0.8)

Crossroads. Stay straight for cabin. Spur road to left provides good access to Stanley Creek.

⑨ m.p. 4.9 (0.3)

Junction of spur road to right. Keep left for cabin.

⑩ m.p. 5.2 (0.0)

End of spur. Stanley Creek cabin is one of the few Forest Service public outlying cabins that is accessible by road. The cabin is available



FDR 5400

shaheen creek

② m.p. 0.0 (9.3)

Junction of FDR 5400 and FDR 5500.

0.2 (9.1)

North fork Staney Creek.

③ m.p. 0.3 (9.0)

Halfway House. This is a U. S. Forest Service field camp which has radio contact with Ketchikan.

0.4 (8.9)

Small lake on right and large quarry area on left with ample space for parking and camping.

0.8 (8.5)

Neat muskeg on right. Parking area for camping on spur to left.

④ m.p. 3.0 (6.0)

FDR 5409 is spur road to the left.

3.3 (6.0)

FDR 5412 is spur road to the right.

⑤ m.p. 4.1 (5.2)

Junction of FDR 5410 to right. Keep right for Shaheen Creek. See mileage log below for FDR 5400 to FDR 5414.



5.1 (4.2)

FDR 5411 is spur road to right.

⑥ m.p. 5.3 (4.0)

FDR 5414 to spur road to the left.

⑦ m.p. 5.8 (3.5)

North Fork of Staney Creek. Silver salmon falls. Base of falls is good place to catch salmon during mid-July through August.

7.0 (2.3)

Large rock pit with ample room for parking and camping over-looking meadow on left of road.

⑪ m.p. 7.3 (2.0)

Junction of FDR 5410 and FDR 5418. Keep to left for Shaheen Creek. FDR 5410 to right leads to FDR 5530.

7.7 (1.6)

View of lake on right.

8.0 (1.3)

Large rock quarry on left with a nice muskeg behind it. Good place to camp.

⑫ m.p. 9.3 (0.0)

Staney Creek. Check road sign for use restriction at this point. Good fishing spot with ample room to park and camp.

FDR 5400 & 5414

⑤ m.p. 0.0 (1.6)

Junction of FDR 5400 and FDR 5410.

0.4 (1.2)

South fork Staney Creek runs parallel to road. Good fishing area.

1.3 (0.3)

Large muskeg area. Good deer hunting in October.

⑬ m.p. 1.6 (0.0)

Junction of FDR 5414. Check road sign for use restriction. FDR 5414 loops to FDR 5410 at milepost 5.3.

Tear on perforation

AREA MAP

